

**STATE OF CONNECTICUT
CONNECTICUT SITING COUNCIL**

THE CONNECTICUT LIGHT AND POWER	:	DOCKET NO. 272
COMPANY AND THE UNITED	:	
ILLUMINATING COMPANY APPLICATION	:	
FOR A CERTIFICATE OF ENVIRONMENTAL	:	
COMPATIBILITY AND PUBLIC NEED FOR	:	
THE CONSTRUCTION OF A NEW 345-KV	:	
ELECTRIC TRANSMISSION LINE AND	:	
ASSOCIATED FACILITES BETWEEN THE	:	
SCOVILLE ROCK SWITCHING STATION IN	:	
MIDDLETOWN AND THE NORWALK	:	
SUBSTATION IN NORWALK, INCLUDING	:	
THE RECONSTRUCTION OF PORTIONS	:	
OF EXISTING 115-KV AND 345 KV ELECTRIC	:	
TRANSMISSION LINES, THE CONSTRUCTION	:	
OF BESECK SWITCHING STATION IN	:	
WALLINFORD, EAST DEVON SUBSTATION	:	
IN MILFORD, AND SINGER SUBSTATION IN	:	
BRIDGEPORT, MODIFICATIONS AT	:	
SCOVILL ROCK SWITCHING STATION AND	:	
NORWALK SUBSTATION, AND THE	:	
RECONFIGURATION OF CERTAIN	:	
INTERCONNECTIONS	:	MAY 25, 2004

**PRE-FILED COMMENTS/TESTIMONY OF THE CITY OF BRIDGEPORT
IN RESPONSE TO PROPOSED ALTERNATIVE OVERHEAD ROUTE ALONG
RAILROAD RIGHT OF WAY**

At the Connecticut Siting Council's December 17, 2003 public hearing in Bridgeport on the proposed Middletown-To-Norwalk 345kV Transmission Line through the City of Bridgeport ("City"), Michael Nidoh, Director of Planning, provided testimony on behalf of Mayor John Fabrizi and the City in support of the proposal to route this power line underground through various city streets. The City had been successfully working with the United Illuminating Company ("UI") on several minor route changes for this underground power line as well as the proposed location for the substation in Bridgeport.

All of the support that we received for this project was predicated on the fact that the power line would be buried underground as it traversed the city. Subsequent discussions between the City, UI, and the property owner where the proposed substation was to be sited has resulted in a change to the proposed substation's location that is equally acceptable to the City of Bridgeport.

Recently, the City was informed of a proposal to change the Middletown-To-Norwalk 345kV Transmission Line's route through the city that would place these lines overhead along a route that roughly followed the elevated railroad tracks through the city. I need to go on the record that the City of Bridgeport will vehemently oppose changing the way the 345kV line travels through the city (i.e. underground versus overhead) as well as the route (i.e. within the street Right of Way of Barnum Ave., etc. versus additional structures/poles along side of the railroad Right of Way through the City). This City lent its complete support to both the original underground concept and route and we are now greatly concerned that at this late date, a new proposal has surfaced that incorporates everything that the City would not embrace with regard to this project for the following reasons:

- The City considers the overhead wires along the railroad Right of Way to be an eyesore now. The proposal to **ADD** another set of structures along this Right of Way that will greatly exceed the existing height of the railroad catenary towers is completely and totally unacceptable to the City of Bridgeport. The proposed route will go through several residential neighborhoods, redevelopment areas and the city's downtown district as it traverses the city thereby creating a visual impediment to the City's extensive efforts to clean up Bridgeport's image and enhance the landscape of the City.
- As the elevated railroad tracks crossing the city are flanked for the most part by city roadways, the only place where these new structures can be located will be within the street's Right of Way. The I-95 Project in Bridgeport has resulted in some support piers dropping down from the bridges overhead onto these roadways as they span the elevated railroad tracks. They have infringed upon the drive path, creating a potential traffic hazard by requiring traffic to be pinched at these locations, and are they just plain unsightly. The proposed structures sited every hundred feet or so, would create an unacceptable traffic risk throughout the city.
- The proposed route that follows along the railroad Right of Way would impact current and proposed redevelopment and economic development projects in the City. In the City's East End, the Seaview Avenue Industrial Park abuts this route. Already, a new company is planning to construct a building of approximately 40,000 square feet next to this proposed route and other companies are in negotiations with the City for the remaining property. However, these new towers (estimated to be in excess of 120 feet high) would reverse the City's efforts to redevelop and attract industrial companies to locate in Bridgeport.
- The City is actively working on the Seaview Avenue Corridor Project; a new modern north-south roadway linking approximately 1,000 acres of industrially zoned land along the corridor with the interstate system and our deepwater port. The inclusion of these structures along the railroad and in the streets will greatly inhibit and add costs to our plans for this new roadway and the associated new viaduct necessary to link the north and south roadway segments.
- At the former Father Panik Village site, the Bridgeport Housing Authority ("BHA") is creating new housing opportunities right next to these proposed overhead lines. The City is locating a dual campus elementary school campus on a portion of this site and both activities will be practically under these towers, which are approximately one hundred and twenty feet (120) in height.

- Further down the line, these same towers will cut through the City's downtown, which is the focus of the City's redevelopment efforts. If the Agency re-routes the 345KV lines as proposed, and places them overhead instead of underground, our new Intermodal Transportation Center will need to be re-designed and portions of it will possibly need to be relocated. In addition, as our downtown area is relatively compact, these towers of approximately 120 feet in height will be seen throughout the area as an eyesore and a blight on the landscape of the City. Since the I-95 highway roughly follows the railroad from the downtown area westward, this "utility wall" will be visible to all who travel its length and this is not the image that the City of Bridgeport wants to convey.

The City has been a strong supporter of the Middletown-to-Norwalk Power Line Project as originally proposed. The underground concept and the proposed route through the City have been acceptable in every segment of government and within the neighborhoods of the City. The City will vigorously oppose any proposals that would allow these 345kv lines to travel overhead within Bridgeport. While we acknowledge Southwest Connecticut's need for electric power, we also need to protect the interests of State's largest city and Bridgeport's interests **WILL NOT BE SERVED BY THE PLACEMENT OF THESE POWER LINES OVERHEAD OR ALONG THE ROUTE NOW BEING PROPOSED!!!**

Responsible Witnesses:

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Respectfully submitted by:

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Dated this 25th day of May 2004

CERTIFICATION

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